### 2005

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

# Special Locality Report 102

City of Bristol

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

### Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route		
[29]	Bypas - Bypass Route		
	Truck - Truck Route		
ALT	ALT - Alternate Route		
(220)	Wye - Wye Route connector		
~~~			

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

			/ OI DIISI					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
C C Fuel Aug	From:		State St		000/	00/	00/	00/	007	00/	_	0.000	_	0.500	45000	
11 421 Euclid Ave	City of Bristol		14000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	15000	G
(11) (421) Euclid Ave	City of Bristol		Vance St 16000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.505	18000	G
11) 421 Euclid Ave	Tre-				3370	070	070	070	070	0 70	'	0.007	'	0.505	10000	O
11 421 Euclid Ave	City of Bristol		Morrison Bi 19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	21000	G
	To	SR 381 Co	ommonwea	alth Ave												
11 19 Euclid Ave	City of Bristol		9500	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G
$\bigcirc$	To- From:	Pie	dmont Ave	2			$\neg$									
11) (19) Euclid Ave	City of Bristol	0.56	7100	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.532	7800	G
<u> </u>	To- From:	N	Moore St				_									
11) (19) Lee Highway	City of Bristol	0.48	14000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	Tos From:		/alley Dr													
11 (19) Lee Highway	City of Bristol	1.26	14000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.518	15000	G
· · · · · · · · · · · · · · · · · · ·	From:	Ra	I-81 mp to I-81													
11) (19) Lee Highway	City of Bristol	1.36	17000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.569	18000	G
<u> </u>	To- From	Во	onham Rd													
(11) (19) Lee Highway	City of Bristol	0.51	16000	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.574	17000	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From:		Airport Ro													
11 (19) Lee Highway	City of Bristol		11000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.527	12000	G
	From		CL Bristol	-141- A												
Truck Truck 11 421 19 Goode St	City of Bristol (Maint: 95)	SR 381 Co 0.21	8500	G G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	G
	To:		5 Piedmon													
Truck Truck 11 (421) (19) Cumberland St	City of Bristol (Maint: 95)		9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	G
(11) (421) (19) Cumberland St					90 /0	076	1 /0	0 /0	1 /0	0 /0	-	0.095		0.55	10000	G
Truck Truck	From:		State St													
(11) (19) Randall St	City of Bristol	0.93	6900	F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.542	7600	F
Truck Truck	Ta- From:	Cur	mberland S	t												
11 13 19 Moore St	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G
<del>\ \ \ \ \ \ \</del>	To:	E	uclid Ave													
Commonwealth Ave	City of Drietal	State St; Te				1%	40/	40/	40/	00/	F	0.004	_	0.510	10000	_
(19) (381) (421) Commonwealth Ave	City of Bristol		17000	F	93%	170	1%	1%	4%	0%	г	0.084	F	0.518	19000	F
(19) (381) (421) Commonwealth Ave	City of Bristol		Cumberland 19000	d Ave <b>G</b>	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	G
(19) (381) (421) Commonwealth Ave	City Of Diffstor				<b>30</b> 70	170	1 70	U 70	J%	U70	Г	0.003	r	0.331	20000	G
(19) (381) (421) Commonwealth Ave	City of Bristol		Par Sycamo 22000	ore St G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	G
(19) (381) (421) Commonwealth Ave	To:		1 Euclid A		3070	1 /0	170	0 / 0	070	070	•	3.002	•	5.002	20000	J

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### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 381 Commony	wealth Ave	;											
19 (11) Euclid Ave	City of Bristol	0.48 <b>9500</b>	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G
$\longrightarrow$	To	Piedmont A	Ave												
19 11 Euclid Ave	City of Bristol	0.56 <b>7100</b>	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.532	7800	G
	To-	Moore S	St												
19) (11) Lee Highway	City of Bristol	0.48 14000		99%	0%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G
	To														
19 (11) Lee Highway	City of Bristol	Valley D 1.26 <b>14000</b>		99%	0%	0%	0%	0%	0%	F	0.084	F	0.518	15000	(
9) (11) Lee Highway	City of Bristor	Overhill F		99%	U70	0%	0%	U70	U70	Г	0.064	Г	0.516	13000	
	From:	Ramp to I-													
19 11 Lee Highway	City of Bristol	1.36 <b>17000</b>	) G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.569	18000	(
	To	Bonham F	Pd												
9 (11) Lee Highway	City of Bristol	0.51 <b>16000</b>		98%	0%	1%	1%	1%	0%	F	0.090	F	0.574	17000	(
19) Lee Highway	Oity of Briston			3070	070	170	170	170	070	•	0.000	•	0.07	17000	`
~ ~ Land 18 above	From:	Old Airport		000/	00/		40/	40/	00/		0.400		0.507	40000	,
19 (11) Lee Highway	City of Bristol	0.68 <b>11000</b>		98%	0%	1%	1%	1%	0%	F	0.102	F	0.527	12000	(
		NCL Bris													
uck Truck	From:	SR 381 Commony			201		00/	407	00/	_	0.000	_	0.547	2000	
9 421 11 Goode St	City of Bristol (Maint: 95)	0.21 <b>8500</b>	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	(
uck Truck	To: From:	102-3305 Piedm	nont Ave												
9) (421) (11) Cumberland St	City of Bristol (Maint: 95)	0.34 <b>9100</b>	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	(
3) (+21) (1)	To	Truck US 11 Ra	andall St												
uck Truck	From:	State St													
9) (11) Randall St	City of Bristol	0.93 <b>6900</b>	F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.542	7600	F
<u> </u>	To:	Cumberland													
uck Truck 19 (113) (11) Moore St	City of Bristol	Oakview A 0.12 <b>9000</b>	Ave G	97%	0%	1%	1%	1%	0%	_	0.087	F	0.508	9800	(
9) (113) (11) Moore St	Tro	Euclid Av		91 /0	070	1/0	1 /0	1 /0	0 /6	-	0.007	•	0.506	9000	`
	From														
Gate City Hwy	City of Bristol (Maint: 95)	WCL Bris 0.50 <b>5300</b>		97%	0%	1%	1%	1%	0%	С	0.089	F	0.675	5900	(
Gate City Hwy	To:	0.50 <b>5500</b> I-81; US 4		9176	U70	176	170	170	076	C	0.069	Г	0.675	3900	
	From:	US 58; US													
58 (81)	City of Bristol (Maint: 95)	2.44			See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 41000	) G	77%	1%	1%	1%	20%		F	NA	Ū		42000	(
	To	I-381													
8 (81)	City of Bristol (Maint: 95)	1.39			See I-8	1 for dire	ectional t	raffic ve	olume es	timate	s for this	sean	nent		
58 81	Combined Traffic Estimates for 2 Parallel Roadway		) G	77%	1%	1%	1%		1%		0.075	•	0.507	53000	(
	- F			11/0	1 /0	1 /0	1 /0	20 /0	1 /0	'	0.073	'	0.507	33000	`
	To- From:	US 11, US	19		0	4 (1'				· ·	. (		1		
58 81	City of Bristol (Maint: 95)	2.13									s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway			77%	1%	1%	1%	20%	1%	F	NA			47000	(
	To:	Old Airport	t Rd												

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### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

			ILV OI BIIST					Tri	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:		old Airport R	.d												
(58) (81)	City of Bristol (Ma	aint: 95) 0.93				See I-8	1 for di	rectional	traffic vo	olume es	timate	s for this	segn	nent.		
$\smile$	Combined Traffic Estimates for 2 Paralle			G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	G
	10.		NCL Bristol													
North	City of Bristol (Ma		SCL Bristol 18000	F	71%	1%	1%	1%	25%	1%	С	0.088	В		18000	_
81	Combined Traffic Estimates for 2 Paralle	,		F	71%	1%	1%	1%	24%	1%	С	0.066 NA	Ь		34000	F
	Tollined Traine Estimates for 21 arane	•			12/0	1 70	1 70	1 /0	24 /0	1 70	C	INA			34000	'
North	From:		JS 58, US 42													
81) (58)	City of Bristol (Ma	,	20000	G	75%	1%	1%	1%	22%	1%	F	0.075	F		21000	C
<b>~</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	41000	G	77%	1%	1%	1%	20%	1%	F	NA			42000	C
lorth	To- From:		I-381													
81) (58)	City of Bristol (Ma	aint: 95) 1.39	26000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		26000	(
$\mathcal{O}$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	52000	G	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507	53000	(
1	To: From:	Ţ	JS 11, US 19	9			_									
North (58)	City of Bristol (Ma	aint: 95) 2.13	24000	G	75%	1%	1%	1%	22%	1%	F	0.084	F		24000	(
81) (38)	Combined Traffic Estimates for 2 Paralle	,		G	77%	1%	1%	1%	20%	1%	F	NA	•		47000	(
	To.		Old Airport R		,	.,,		.,0	2070	. , 0	•					
lorth	From:		•						2221							
81 [58]	City of Bristol (Ma	•	25000	G	75%	1%	1%	1%	22%	1%	F	0.079	F	0.507	26000	(
	Combined Traffic Estimates for 2 Paralle		48000 NCL Bristol	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	(
lo who	From:		I-81 N													
lorth 81 Ramp I-81 N Exit 3 to I-381	S City of Bristol (Ma	aint: 95) 0.30	1800	G	96%	0%	1%	0%	3%	0%	F	NA			350	(
31)	Combined Traffic Estimates for 2 Paralle	,	2600	G	96%	0%	1%	0%	3%	0%	F	NA			690	(
	To:	,	I-381 S													
outh	From:		SCL Bristol													
81)	City of Bristol (Ma		17000	F	73%	1%	1%	1%	23%	2%	С	0.094	В		17000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	34000	F	72%	1%	1%	1%	24%	1%	С	NA			34000	F
outh	To- From:	Ţ	JS 58, US 42	.1												
81) (58)	City of Bristol (Ma	aint: 95) 3.58	21000	G	78%	1%	1%	1%	18%	1%	F	0.072	F		21000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	41000	G	77%	1%	1%	1%	20%	1%	F	NA			42000	(
	Tax	•	I-381													
outh (50)	City of Bristol (Ma	aint: 95) 1.25	26000	G	78%	1%	1%	1%	18%	1%	F	0.079	F		27000	(
81 (58)	Combined Traffic Estimates for 2 Paralle	,		G	78% 77%	1%	1%	1%	20%	1%	F	0.079	F	0.507	53000	(
	Compilied Trainic Estimates for 2 Failalle				11/0	1 /0	1 /0	1 /0	ZU /0	1 /0	-	0.073		0.307	55000	•
South	From:		US 11, US 19													
<u>81</u> ) (58)	City of Bristol (Ma	,	23000	G	78%	1%	1%	1%	18%	1%	F	0.076	F		23000	C
~ ~	Combined Traffic Estimates for 2 Paralle			G	77%	1%	1%	1%	20%	1%	F	NA			47000	C
	To:	C	old Airport R	.d												

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### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

							Tru	ıck			K		Dir		
Jurisdiction	ı Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	Q۷
From:	O.	ld Airport Rd													
City of Bristol (Ma		22000	G	78%	1%	1%	1%	18%	1%	F	0.077	F		23000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	(
To:															
From:	Com	monwealth A	ve												
City of Bristo	ol 0.28	2200	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.561	2500	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3100	G	98%	0%	0%	0%	0%	0%	С	NA			3400	(
То:	US 42	21 Piedmont A	Ave												
From:															
•		3700	G			1%	1%		0%	F		F	0.501	4000	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4500	G	97%	0%	1%	0%	1%	0%	F	NA			5000	(
To: From:	SR 113	P, Sycamore	Ave			$\neg$ $\vdash$									
City of Bristo	ol 0.25	3200	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.54	3500	
To	C	akview Ave													
From:															
City of Bristo	ol 0.60		G	97%	0%	1%	1%	1%	0%	С	0.108	F	0.584	2000	
To:															
City of Brief			6	079/	00/	10/	10/	10/	00/	_	0.007	_	0.500	0900	
To.			G	9170	070	170	170	170	0%	Г	0.007	Г	0.306	9000	
															_
Prom:				000/	007		00/	007	00/	_	0.40	_	0.504	000	
•												F	0.504		(
Combined Traffic Estimates for 2 Parallel	•		_	98%	0%	0%	0%	0%	0%	C	NA			3400	
From:				2221						_					
·	•														-
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	96%	0%	1%	0%	3%	0%	С	0.1	Α	0.521	17000	
10: From:						_									
L City of Bristol (Ma	aint: 95) 0.25		G	96%	1%	1%	0%	3%	0%	F	0 093	F		7900	
•	•											•	0.596		
To To	Roadways of this Route.		G	90 /6	0 /0	1/0	076	3/0	076		0.007		0.560	13000	
From:															
City of Printel (Ma	nint: 05) 0.21		G	06%	10/	10/	09/	20/	09/	_	NΙΛ			240	
·	*									r -					
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	96%	0%	1%	0%	3%	0%	F	NA			690	
Econo	CD 201 /		41- A												_
C: (D: (1/A)		20mmonweal	th Ave A	96%	0%	1%	0%	3%	0%	С	0.106	Α		8600	
City of Bristol (Ma Combined Traffic Estimates for 2 Parallel			A	96%	0%	1%	0%	3%	0%	С	0.100	Α	0.521	17000	
	City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristo  City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristol (Ma Combined Traffic Estimates for 2 Parallel  City of Bristol (Ma	City of Bristol (Maint: 95) 0.50  Combined Traffic Estimates for 2 Parallel Roadways on this Route:    To	City of Bristol (Maint: 95)   0.50   22000	City of Bristol (Maint: 95)   0.50   22000   G	City of Bristol (Maint: 95)   0.50   22000   G   78%	City of Bristol (Maint: 95)   0.50   22000   G   78%   1%	City of Bristol (Maint: 95)   City of Bristol   City of Br	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Associated   Associated	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   A500   Combined Traffic Es	City of Bristol (Maint: 95)   0.50   22000   G   78%   1%   1%   1%   1%   1%   1%   1%	City of Bristol (Maint: 95)   0.50   22000   G   78%   1%   1%   1%   18%   1%   F	City of Bristol   City of Br	City of Bristol   City of Br	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   4800   G   97%   0%   1%   1%   1%   1%   1%   1%   1	City of Bristol   City of Br

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q)
puth	From:		I-381 S							-						
81) Ramp I-381 S from I-81 S	City of Bristol (Maint: 95)	0.61	6400	G	96%	0%	1%	0%	3%	0%	F	0.091	F		6800	(
Co	ombined Traffic Estimates for 2 Parallel Roadways	on this Route:	14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	0.586	15000	(
	To:		I-81 S													
¬ ~~ ~~	From:	State St; Te														
(81) $(19)$ $(421)$ Commonwealth Ave	e City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	
<del>3                                    </del>	To: From:	SR 113 (	Cumberlan	nd Ave												
81) (19) (421) Commonwealth Ave	e City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	(
	Ta	SR 133 I	Par; Sycan	nore St												
81) (19) (421) Commonwealth Ave	e City of Bristol		22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	(
3) (3) (42)	Ta	TIC 1	1 Euclid A													
Commonwealth Ave	City of Bristol		22000	G	96%	1%	1%	0%	3%	0%	F	0.092	F	0.533	23000	
31) Commonwealth Ave	To:		ys St; I-38		3070	170	170	070	370	070	'	0.032	•	0.555	25000	
	From:		CL Bristol													
21 58 Gate City Hwy	City of Bristol (Maint: 95)	0.50	5300	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.675	5900	
21 58 Gate City Hwy	Oity of Bristor (Marit: 55)				37 70	070	170	1 70	1 /0	070	O	0.003	•	0.075	3300	
~	To: To: O'the of Deight   (Mariot O5)		S 58; I-81		000/	00/	40/	00/	40/	00/	_	0.004	_	0.507	40000	
21)	City of Bristol (Maint: 95)	0.21	9400	G	98%	0%	1%	0%	1%	0%	С	0.094	F	0.567	10000	
	To: From:		sland Rd													
21)	City of Bristol	0.80	9700	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.584	11000	
~	To: From:	V	W US 11													
21 (11) Euclid Ave	City of Bristol	0.75	14000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	15000	
	Ta	7	Vance St													
21 (11) Euclid Ave	City of Bristol		16000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.505	18000	
	Tar															
21 (11) Euclid Ave	City of Bristol		Morrison B 19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	21000	
21 (11) Euclid Ave	City of Briston			-	3370	070	076	076	070	070	'	0.000	'	0.505	21000	
~~~	From:		E RT 11			407					_		_			
21 381 19 Commonwealth Ave	e City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	(
~ ~ ~	To- From:	SR 133 I	Par Sycam													
(381) $(19)$ Commonwealth Ave	e City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	
	To	SR 113 (	Cumberlan	nd Ave			<u> </u>									
21 381 19 Commonwealth Ave	e City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	
	To:		alid Overla	_												
Truck Truck	From:	SR 381 Co			0001	001		051	461	001	_	0.000	_	0.5:-	0000	
21 (11) (19) Goode St	City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	(
Truck Truck	To- From:	102-330	5 Piedmor	nt Ave												
21) (11) (19) Cumberland St	City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	(
21) (1) (19) 34						- , 0		- / 0	. , •	- / 0	-		-		. 5000	
State St	City of Bristol (Maint: 95)	7ruck U 0.28	S 11 Rand <b>9600</b>	dall St G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.576	11000	
04   3(3)(4) 31	City of Bristol (Maint, 92)	U.78	SOUU	G	90%	U%	17/0	U%	17/0	U%		บ.บชช	г	0.576	11000	(

						City of	Bristol								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From:				Dead	d End								
(F35)	0.60	NA								NA			NA		
		To: From:	1			Dead									
Benham Rd	0.03	4700	G	99%	0%	Islan 1%	0% 0%	5 0%	F	0.093	F	0.647	5200	G	2005
		To:				NCL I	Bristol								
Coodean St	0.26	From:	acksquare	070/	00/	Stat 1%		00/		0.000	_	0.607	2000		2005
2 Goodson St	0.36	3600 <sub>To:</sub>	G	97%	0%	1% Mar	1% 1% ry St	5 0%	С	0.098	F	0.607	3900	G	2005
		From:				Key	/s St								
5 Commonwealth Ave Ext	0.33	4100 To:	G	97%	0%	1%	0% 1%	5 0%	С	0.086	F	0.572	4500	G	2005
		From:					wealth Ave								
6 Glenway Ave	0.42	4000	G	98%	0%	1%	0% 0%	5 0%	С	0.1	F	0.566	4400	G	2005
		To:				Piedmo	ont Ave								
8 Pittstown Rd	0.45	3800	G	99%	0%		vealth Ave	5 0%	С	0.101	F	0.619	4200	G	2005
8 Pittstown Rd	0.40	To:	Ŭ	3370	070		id Rd	0 70		0.101	ı	0.013	4200		2000
		From:				Vano									
Randolph Ave	0.22	3700	G	99%	0%	0%	0% 0%	5 0%	F	0.1	F	0.562	4000	G	2005
Randolph Ave	0.51	From: 4800	G	99%	0%		ner Rd 0% 0%	5 0%	С	0.097	F	0.552	F200	G	2005
9 Randolph Ave	0.51	<b>4000</b> To:		9970	0%		on Lane	0 70	C	0.097	Г	0.552	5200	G	2005
		From:				Fairvi									
(10) Rhode Island Rd	0.35	1300	G	99%	0%	1%	0% 0%	5 0%	С	0.1	F	0.517	1500	G	2005
		To: From:	1				s Ave								
(11) Spurgeon Ln	0.12	4800	G	99%	0%	1%	lph Ave 0% 0%	5 0%	С	0.091	F	0.541	5300	G	2005
		To:				Commonv	wealth Ave								
12) Texas St	0.49	From: <b>2000</b>	G	97%	1%	Rhode Is	land Ave	5 0%	С	0.114	F	0.529	2200	G	2005
(12) Texas St	0.49	<b>2000</b> To:		91 /0	1 /0	E Val		0 /0	C	0.114	Г	0.529	2200	G	2003
		From:				US 11Eu	ıclid Ave								
(13) Vance St	0.13	2800 To:	G	99%	0%		0% 0%	5 0%	С	0.09	F	0.578	3100	G	2005
		From:					lph Ave uclid Ave								
(3300) State St	0.55	16000	G	98%	0%		0% 1%	5 0%	С	0.084	F	0.520	17000	G	2005
		To: From:				Pete	ers St								
(3300) State St	0.67	14000	G	98%	0%		0% 1%	5 0%	F	0.083	F	0.507	16000	G	2005
		From				SR 381	yealth Ave JB-TN								
(3300)	0.43	10000 To:	G	98%	0%		0% 1%	5 0%	F	0.087	F	0.605	11000	G	2005
		From:				Edgemo									
(3301) Bob Morrison Blvd	0.45	3600	G	98%	0%	W Sta 1%	0% 1%	5 0%	С	0.094	F	0.549	3900	G	2005
		To:				US 11 W I	Euclid Ave								
Diadment Ave	0.05	From:		000/	00/		State Street	00/		0.003	_	0.571	4400		2005
(3305) Piedmont Ave	0.05	4000 To-	G	99%	0%		0% 0% p Terminus	5 0%	F	0.092	F	0.571	4400	G	2005
Diadment A.	0.45	From:		000/	00/	Oakvie	ew Ave	. 00/	^	0.000	_	0.650	2500		2005
(3305) Piedmont Ave	0.15	2300 To	G	99%	0%	1% W Ma	0% 0% ary St	5 0%	С	0.099	F	0.656	2500	G	2005
Pindon A	0.15	From:	Ĺ	0001	001	Mar	ry St		_	0.007	_	0.540	4000		0005
(3305) Piedmont Ave	0.15	4400 To-	G	99%	0%	1% Euclid A	0% 0% ve US 11	5 0%	F	0.097	F	0.516	4900	G	2005
		From:	L			Stat									
(3307) Moore St	0.41	800	G	99%	0%	0%	0% 0%	5 0%	С	0.114	F		870	G	2005
$\overline{}$		To:	<u> </u>			Cumber	rland St								

							Oity	OI DIISIOI									
Route		Length	AADT	QA	4Tire	Bus		Tru			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristo	ol		From:					. a				-					
3307) Moore	St	0.43	1600	G	99%	0%	0%	1ary St 0%	0%	0%	F	0.089	F	0.549	1700	G	2005
3307)		00	To		0070	0,70		kview St	0,70	0,0	•		•	0.0.0			2000
			From:				N	1ary St									
3308) Fairvie	w St	0.27	3100	G	95%	0%	2%	2%	1%	0%	F	0.095	F	0.644	3300	G	2005
			To- From:				Rhode	Island Ave	<u>,</u>			_					
3308) Massa	chusetts Ave	0.37	1800	G	95%	0%	2%	2%	1%	0%	С	0.094	F	0.544	2000	G	2005
			To				Te	xas Ave									
3308) Massa	chusetts Ave	0.15	1800	N	95%	0%	2%	2%	1%	0%	N	0.094	Ν	0.544	2000	Ν	2005
			Too				Hill	side Ave									
3308 Kings I	Mill Pike	0.46	4000 From:	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.532	4400	G	2005
			To:					alley Dr									
<u> </u>		4.40	From:	<u> </u>	070/	00/		alley Dr	407	001			_	0.557	0000	•	0005
3308 Kings I	Mill Pike	1.12	6300	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.557	6900	G	2005
			From:					Airport Rd								_	
3308 Kings I	Mill Rd	0.36	7400	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.678	8100	G	2005
			To:	<u> </u>				L Bristol									
\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ov Dr	4.00	From:	<u> </u>	000/	00/		mont Ave	00/	00/		0.000	_	0.500	1700	C	2005
3312) W Vall	ey Di	1.00	1500		98%	0%	1%	1%	0%	0%	F	0.098	F	0.536	1700	G	2005
<u></u>	_		From:	<u> </u>				Lee Highwa				<u> </u>	_				
3312) E Valle	ey Dr	0.56	6300	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.549	6900	G	2005
			From:				Old Ab	ingdon Pik	e								
3312) E Valle	et Dr	0.72	3800	G	98%	0%	1%	1%	0%	0%	С	0.092	F	0.566	4200	G	2005
			To:				King	smill Pike									
<u> </u>	5 .	0.04	From:	<u> </u>	2001	40/		Pittston Rd		001			_	0.500	0000	•	0005
3314) Island I	Road	2.01	2800 To:	G	98%	1%	1%	0%	1%	0%	F	0.1	F	0.583	3000	G	2005
			From:					Wallace P lace Pike	ıke								
3314) Island	Rd	0.31	3700	G	98%	1%	1%	0%	1%	0%	С	0.102	F	0.575	4000	G	2005
			To:				US 11 I	Lee Highwa	ıy								
			From:				102-3308	King Mill	Rd								
3318) Old Air	port Rd	0.96	8500	G	95%	0%	1%	1%	2%	1%	F	0.085	F	0.549	9300	G	2005
			To:				Bor	nham Rd									
3318) Old Air	port Rd	0.98	9000	F	95%	0%	1%	1%	2%	1%	С	0.094	F	0.547	9800	F	2005
			To					I-81									
3318) Old Air	port Rd	0.20	16000	F	95%	0%	1%	1%	2%	1%	F	0.084	F	0.545	17000	F	2005
			To:				Ţ	US 11									
			From:				Isl	land Rd									
3319) Wallac	e Pike	0.33	1900	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.665	2100	G	2005
			To:				NC	L Bristol									
$\bigcirc$			From:					alley Dr									
(3320) Old Ab	ingdon Pike	1.27	3300	G	96%	0%	1%	1%	2%	0%	С	0.096	F	0.604	3700	G	2005
			10:					Lee Highwa									
O 01 /		0.40	From:	<u> </u>	000/	407		Lee Highwa		001			_	0.544	5500	•	0005
3321) Clear C	Creek Rd	0.13	5000 To-	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.544	5500	G	2005
			From:	L				L Bristol									
3323) Peters	C+	0.28	2200	G	99%	0%	1%	State St 0%	0%	0%	С	0.104	F	0.548	2400	G	2005
Peters	O.	0.20	<b>2200</b> To:		JJ /0	0 /0		Euclid Ave		0 /0	U	0.104	-	0.540	Z <del>1</del> 00	9	2005
			From	1								<del></del>					
3325) Piedmo	ont Ave	0.16	1700	G	99%	0%	102-60	Glenway Av 0%	0%	0%	F	0.106	F	0.568	1900	G	2005
3325) Piedmo		5.10	To:	Ť	JU /0	J /0		12 Valley D		J /0	•		•	0.000	1000	-	2000
			From:	·				mont Ave				<u> </u>					
3326) W Mar	ry St	0.45	3100	G	99%	0%	1%	0%	0%	0%	С	0.107	F	0.503	3400	G	2005

						-										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol						27 (7.10	OTTIMO	TTTGII	ZIIGII		i dotoi		1 40101			
		From:				Ra	andall St									
3326) W Mary St	0.23	4700	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.597	5100	G	2005
<u> </u>		To				Fa	irview St									
		From:				Old	Airport Rd									
3328) Bonham Rd	0.32	7100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.54	7800	G	200
		To					I-81									
3328) Bonham Rd	0.45	9000 From:	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.518	9900	G	200
3328) = 3111121111111		To:					Lee Highw								_	
		From:				Gle	nway Ave									
Chester St		350	G			Gie	iiway 11vc				0.126	F	0.576	380	G	200
0.100.0.		To:				Arli	ngton Ave					•	0.0.0	000	•	
		From:					awnee Rd									
Cheyenne Rd		150	G			3116	iwiice Ku				0.138	F	0.522	160	G	200
Oneyenne rea		To-				She	rwood Dr				0.130	'	0.522	100	O	2000
		From:									-					
Daniel St		370	G			Ne	ewton St				0.149	F	0.861	410	G	200
Darliel St		31 U To:	_			Tennes	see State L	ine			0.149	-	0.001	410	G	200
		From:						ine			1					
Jefferson Dr		390	G			Ch	erry Lane				0.135	F	0.689	430	G	2005
Jenerson Di		390 To:				Co	dar Lane				0.133	-	0.009	430	G	2000
		From:	l													
Lester St		690	G			N	Ioore St				0.088	F	0.596	750	G	2005
Lesiei Si		090 To:				D.	ussell St				0.000	Г	0.596	750	G	2000
		From:														
Dead Ct			_			Pro	spect Ave				0.400	_	0.50	400	_	2001
Pearl St		90 To:	G			A 1:					0.128	F	0.52	100	G	2005
							ngton Ave									
D 1 0:		From:				Oa	kview Dr					_	0.50	00	•	000
Poplar St		<b>70</b>	G								0.253	F	0.59	80	G	2005
							eadow Dr									
		From:				Ov	erlake Dr									
Spring Branch Rd		40	G								0.31	F	0.516	49	G	2005
		To:					/ale Dr									